

INFORMATION REPORT

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THIS IS UNEVALUATED INFORMATION

1.

2. The agency [] had a small number of grain freight cars assigned to it permanently. These were very few in number as I recall, but were of a special construction. They had been weather-proofed and had been made leak-proof in a permanent manner. Whenever grain was shipped in these special cars the cars were returned empty to the regional agency center in Kiev and were not used for any other merchandise. []

3. As I have pointed out, there were very few of these special cars available. Normally, ordinary freight cars were used for the transportation of grain. These cars were fitted with special wood and felt liners and also with double doors in order to provide for the efficient transportation of the grain. When the grain reached its destination and if there was another load of merchandise to be shipped in these cars, the special liners of wood and felt would be removed and would be returned to the Cereals Purchasing Agency at Kiev.

4. All of the freight cars used in transporting grain were made of wood. They were of the two-axle-type and 90% of them were of a size that would permit loading of one thousand pounds or approximately 16 metric tons. There were a few having a capacity of between 45 to 50 tons.

5. During the peak harvest season all available freight cars were utilized to transport the grain to the large industrial centers. This would at times mean

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that old dilapidated cars had to be used. However, precautions were always taken to insure against spoilage and leakage of the grain by means of special removable liners as described above.

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